

RAILROAD INTERESTS.

THE WAR IN PASSENGER RATES.

A LIVELIER PHASE EXPECTED—POSITION OF THE TRUNK LINES.

The announcement by telegraph that the Chicago, Rock Island and Pacific and the Chicago and Alton railroads had made a cut of \$4 from the schedule rates on passenger business from Kansas City and other Missouri River points to the East was discussed with interest yesterday.

In the opinion of most railroad men it foreshadowed a livelier phase of the war on Northwestern passenger rates than has yet been seen. These brokers were jubilant and were confident that the apparently peaceful war which affairs took a few days ago was at an end. Their advices were the same as the telegraphed statements regarding the Rock Island's action, but Assistant Commissioner Pierson had received official notice only of the cut made by the Chicago and Alton. Heretofore the open reductions have affected only west-bound rates, but the step taken by the two roads named will compel a reduction on the east-bound tariff by all the Iowa lines. The Alton and Rock Island are the only roads over which the trunk lines have refused to issue through tickets and they declined to assent to the recent memorandum, made at Chicago by which the other Iowa lines agreed to pay commissions only to the regular ticket-agents of the trunk lines. Their offer to limit their commissions in amount, but pay them to any persons they chose, was declared to be unsatisfactory to the trunk lines, and the continued discrimination of the Eastern roads against the two re-entrant Iowa lines has led the latter to retain the striking at East-bound rates. An official reduction by the competitors of the Alton and the Rock Island of these rates will almost certainly begin in a few days and the reduced rates will be "stamped" with the trunk lines on the same basis that now governs West-bound rates. This, if the agreement is carried out in good faith, will throw the burden of the west-bound cuts upon the Rock Island and the Alton entirely.

The following official statement of the attitude of the trunk lines was given out yesterday:

"The position of the trunk lines is that they have a right to name their conditions under which they will sell tickets for the Western roads. If the Western roads were to sell tickets through other agencies on more favorable terms than the trunk lines can sell, it would be discriminatory between the conditions of the trunk lines and finally to a war of rates and great loss of revenue. The trunk lines, however, are not the only roads that now govern West-bound rates. Some 12,000 captive Confederate soldiers were confined here from the latter part of 1864 until the close of the war.

"About sunset on the sultry evening of July 7, 1864, the first detachment of rebel prisoners arrived in Elmira, via the Erie Railway from New-York. They had been captured at Point Lookout and were mostly from North and South Carolina and Virginia. They were a tall, hard-looking lot of men, rugged and travel-stained, but rather than the reverse. Continental woolen goods, on the contrary, he said, were generally consigned and sold on commission here, and this system offered greater temptations and opportunities for undervaluation, and in his opinion such goods were frequently undervalued. He thought that such consignments should be more carefully examined by the appraisers.

Another dispatch from Washington was published yesterday containing more or less specific charges against firms whose names were mentioned. A Klipstein, importer of aniline dyes at No. 52 Cedar-st., on the authority of the consul at Dixie, is charged with having received of naval dyers that were undervalued 8 per cent, and by Special Agent Kimball with having imported barrels of soda as chemical salts for the purpose of evading duty. Concerning the first of these charges Mr. Klipstein says that it is false; as to the second, that he never imported a pound of carbonate of soda. Heller & Meriz, importers of aniline dyes, at No. 55 Maiden lane, say that they have not been guilty of any fraudulent undervaluation. Although they admit having previously paid 10 per cent of the value of their imports in taxes, they say that they have not been guilty of any fraudulent undervaluation. This was done, they say, merely to avoid expensive litigation. Robert Soltan, of No. 79 Franklin-st., agent for the Hamburg Gutta Percha Works, is charged on the same grounds. Special Agent Kimball says that the undervaluation of his goods was due to the fact that he had few officers ever being consigned to Elmira. Every few days for the rest of the year saw addition made to this first detachment, and the beginning of the new year found more than 8,000 men in barracks No. 3. The rules and regulations governing the prison were of the most rigid character. As fast as the men arrived, careful comparison of their numbers with the roll which accompanied them was made, and they were divided into companies for better preservation of order.

A "prison fund" was created, to be used in the purchase of washing, clothing, etc. This fund was principally made up from the difference between the prison rations and those allowed the United States soldiers.

The following figures were as follows:

Per cent bacon, fourteen ounces; fresh beef, fourteen ounces; deer or soft bread, sixteen ounces; hard bread, sixteen ounces; corn meal, fifteen ounces; and to every 100 pounds, beans, fifteen ounces; soap, four pounds; vinegar, three quarts; salt, three and one-quarter pounds; potatoes, fifteen pounds. Tea coffee, one-half pound; sugar, one-half pound; soap, one-half pound; and then only upon a surgeon's certificate; also to those employed upon public works near the camp. Each man could draw a small amount from the prison fund weekly for the purchase of tobacco, soap, etc. Letters were permitted to write letters to friends, subject to inspection of an officer. Many of these letters were, of course, withheld, and some which were not were censored by the authorities. The men were not allowed to write to women, but were permitted to do so, if written to a woman friend in Dixie, as follows:

"The quarters in camp are probably the quarters in my pocket, and I am still in a hole, a mud hole, and covered myself with a sheet of water. I long for more whiskey, tobacco and less gun barrels. More biscuits and less beans. How I wish you were here. The further I get away from you the better I like it."

Many other merchants charged similar undervaluation of silk, ribbons and sundries, especially in the Grand Trunk of Canada and the principal roads about whose sincerity the greatest untruth is felt, as to them the Lackawanna has been delivering most of its west-bound traffic.

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